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# INFORMATION REPORT

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REPORT

CD NO.

50X1-HUM

COUNTRY Czechoslovakia

DATE DISTR. 29 August 1952

SUBJECT Bohumin-Zilina-Cierna and Tisou-Cop (Chop)  
Railroad Line

NO. OF PAGES 3

DATE OF INFO.

NO. OF ENCLS.  
(LISTED BELOW)PLACE  
ACQUIRED

SUPPLEMENT TO  
REPORT NO.

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1. The railroad between Bohumin [4955N-1820E] and Zilina [4913N-1844E] has been double-tracked since its construction in the latter part of the 19th century. This part of the line is not electrified. As late as July 1951 [redacted] there were no indications that this part of the line was being electrified. 50X1-HUM
2. The line between Zilina and Cop [4825N-2211E] was single-tracked until sometime in 1950, when construction was begun on a new track alongside the old one. This additional track was almost completed by July 1951, except for a few bridges, etc. At that time the laying of the second track was considered just about completed. There was, however, no traffic on the new track as of that time. 50X1-HUM
3. Between Zilina and Kosice [4842N-2115E], [redacted] work had been begun on electrifying this whole stretch which was double-tracked. At some points the transmission towers were set in concrete blocks on either side of the railroad; in some places

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the towers had not been set up in the concrete blocks, but were lying beside the blocks in preparation for erection.

the concrete blocks had been set up and the towers were beside them along the railroad between Zilina and Kosice. The towers were painted red and were of the "X-rib type" construction. At no place

see wires or power lines on the towers. Near the railway stations in the cities along this line, the transmission towers were of stronger construction to support the larger number of power lines necessary.

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4. Just southeast of the village of Varin /4912N-1853E/ directly beneath a ruined castle called Strecno, the railroad track separated and each went through a large tunnel. Before entering these parallel tunnels, each about one km long, each railroad track crossed a bridge over the Vah River.

5. The second track from Zilina to Gop was almost finished with the exception of a few stretches, some of which posed difficult problems in engineering; in some places there were steep hills, which meant that part of the hill had to be cut away or a tunnel must be dug; in addition there were streams and rivers which had to be spanned etc. All this was due to the extremely rough even treacherous terrain of Slovakia. Except for these critical places the railroad track is laid and ready to be used, but because of these obstacles,

the track will not be ready for use by electrified trains until sometime in 1954.

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6. It can be assumed that by 1953 steam locomotives could use the line between Zilina and Gop even though the electrification is not completed until 1954. Electrical power to supply this railroad was to be obtained from any of five hydroelectric plants, some of which were still under construction.

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- (a) The plant at Puchov /4908N-1820E/ was completed in 1935 or 1936. This plant would be overstressed if it had to supply all the power for the railroad because it was already supplying electricity for a large part of Slovakia, and electrical power is becoming more and more critical. This plant could be used to furnish some of the necessary power.

- (b) The hydroelectric plant at Ladce /4902N-1817E/ was completed around 1937. Because this plant and the one at Puchov are the only suppliers of electric power for the whole of Slovakia, it could not supply all the power for the railroad.

- (c) There is a hydroelectric plant under construction just north of Trencin /4853N-1803E/. Some of my (Sabik's) friends had to serve in work brigades to try to finish this installation. There were also priests from a forced labor camp in Hronec /4848N-1935E/ working on the plant. It was to be about the same size as those at Puchov and Ladce.

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- (d) Another hydroelectric plant was under construction near Nove Mesto nad Vahom /4845N-1750E/. this project seemed to be a mammoth construction job. the plant was to be completed in 1954. saw uniformed troops working there as laborers.

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- (e) The largest of these hydroelectric plants was still under construction not on the Vah River, but on the Orava River near the small village Ustie nad Oravou /4933N-1934E/.

The reservoir was to cover an area five km square. This construction was begun in 1940; it was under the direction of Prof Dr Eng Bugan. In 1949 there were some 500 people working there. In July 1949,

was complaining about the inefficiency of the workers, most of whom were political prisoners or students in work brigades. no estimate as to when the work would be completed because of the poor quality of the work force, but a rough guess would be sometime in 1954.

7. Thus the electrification of the railroad depends on the completion of the hydroelectric power plants, but steam locomotives should be able to operate on this line by sometime in 1953. The general industrialization of Slovakia requires all available power, and power plants have to be built for any new projects.

1. Comment: The reference apparently is to the second track.

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